

The Hilo Railroad

The only Broad Gauge Railroad in the Territory of Hawaii.

The Hilo Railroad was incorporated March 28, 1899.

The capital stock is \$1,000,000.00, of which \$750,000.00 has been issued.

The par value of the stock is \$20.00 per share.

The franchise was granted by the Republic of Hawaii, and was subsequently ratified by Act of Congress of the United States and by President McKinley.

The terms of the franchise give the company authority to construct and operate a railroad or railroads anywhere on the island of Hawaii, and grants free right of way over, and depot and station sites upon, any and all Government lands.

FINANCING OF THE COMPANY.

The road has been built partly on

ly under long lease. This land faces on the Waioa river giving access to the sea.

RAILROAD BUILT AND IN OPERATION.

There is now completed and in operation 25 miles of broad gauge railroad from Hilo to the Puna plantation, and from the Olaa mill through the Olaa district, to approximately 16 miles on the Volcano road, a distance of 12 miles. The remaining distance to 22 miles on the Volcano road is, under construction, and will be completed within a few weeks, making a total in operation of 43 miles.

The lines along the water front of Hilo and to the Hawaii mill will be constructed in the near future.



MOUTH OF WAILOA RIVER, HILO.

assessments on stock, and partly on bonds.

The bonds were originally issued on successive divisions. These several issues have since been consolidated, and an issue of \$1,000,000.00 of 6 per cent 10-20 bonds authorized, secured by trust mortgage to the First National Bank of Hawaii. Of this amount \$566,000, has been sold, leaving bonds in the treasury to the amount of \$434,000. There is also held in the treasury stock to the amount of \$250,000.

There has been no "construction company" in the building of the road. Every dollar spent has been for the actual cost of the labor and material.

RIGHTS OF WAY ACQUIRED.

The company has acquired and holds title to the following rights of way, viz:

1. Along the water front of Hilo from the Wailluku river to wharf near Coconut Island; thereby giving access to the entire harbor front of Hilo, and direct connection with every wharf built or that can be built in Hilo harbor.

2. From the Hilo water front to the Hawaii Mill. (H. Hackfeld & Co.'s)

3. From the Hilo water front, by two separate routes, to the company's car shops and yards at Waiakea.

4. From Waiakea to the Olaa Mill.

5. From the Olaa Mill to the Puna plantation, in the District of Puna, 25 miles from Hilo.

6. From the Olaa mill to the village of Olaa, and through the Olaa district to a point 22 miles from Hilo on the Volcano road.

LANDS ACQUIRED.

The company has acquired depot and station sites: in Hilo town 2; at Waiakea, Olaa Mill, Puna Plantation, Olaa Village; on the Volcano road at 13 miles, 16 miles and 22 miles. It has acquired at Waiakea, for station, car-yard, car and machine shops, warehouses and wharf purposes approximately 50 acres, partly in fee and part-

STATIONS AND WAREHOUSES AND WHARVES.

Stations and warehouses have been constructed at Waiakea, Olaa mill, and Puna plantation.

A wharf equipped with steam hoist cranes has been built upon the Waioa river, which empties into Hilo harbor. The main tracks of the railway terminate on the wharf at the water's

edge, and freight is delivered direct from the cars to lighters and vice versa. A special sugar warehouse 90x40 feet is located on the wharf.

Plans, specifications and soundings are completed for the erection of a 600 foot wharf to 30 feet of water in Hilo harbor, and the company expects to proceed with the early construction of the same.

MACHINE AND CAR SHOPS AND FOUNDRY.

Completely equipped machine, car building, painting and blacksmith shops; also a brass and iron foundry plant have been erected in the company's yards at Waiakea, at a cost of over \$60,000.00.

All of the passenger and freight cars used by the company are built at the company's shops, and all repairs of every kind to both cars and locomotives are made there.

The shops are able to make all the lighter castings, and other metal work and repairs for plantations and shipping, and are doing a considerable business of this character.

They are now filling an order for 300 cane cars for the Olaa Sugar Company.

BUSINESS OF THE COMPANY.

The railway began operation in June, 1899. Since the first month the company has paid from its earnings all of its operating expenses and interest on its bonds, leaving a surplus net profit.

The basis of the company's business is:

1. A 40 year contract to haul all of the freight and sugar to and from the Olaa plantation.
2. A 40 year contract to haul all of

the freight and sugar to and from the Puna plantation.

3. A contract to haul all of the cane from Puna to the Olaa mill while the latter grinds the Puna cane.

4. A contract to haul all of the cane from Olaa lying above the flume lines to the Olaa mill.

5. A ten year contract to haul all of the sugar and freight to and from the Hawaii mill.

6. A 20 year contract to haul all of the freight of the Hilo Mercantile Company.

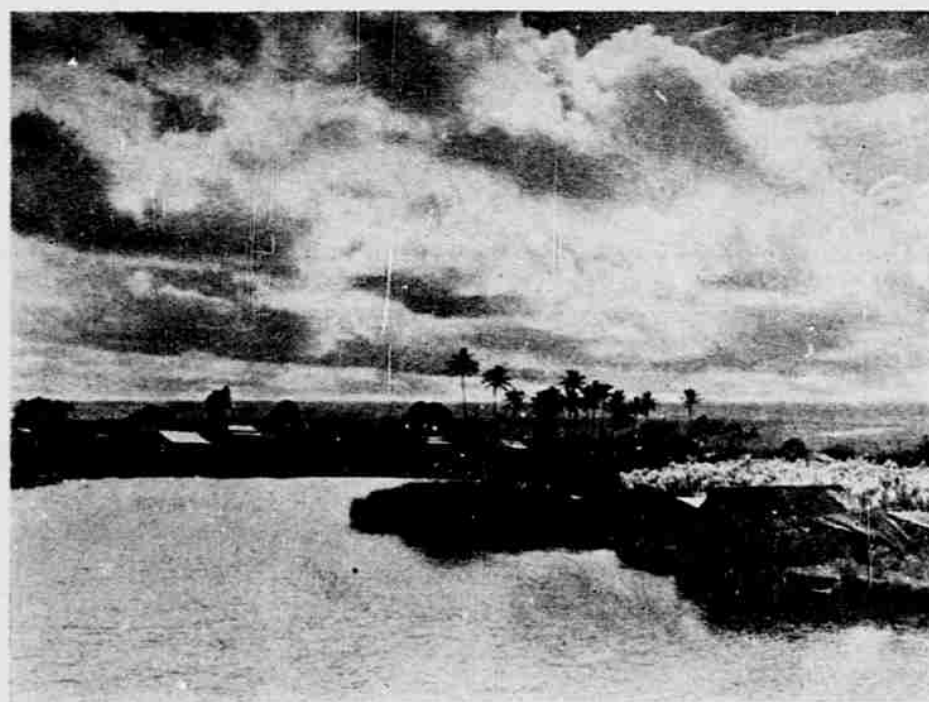
In addition to the foregoing there is all of the general business between the populous and growing town of Hilo and the rich district of Puna, in which are located over 50,000 acres of the finest sugar land in Hawaii, and which is developing more rapidly than any other district in the territory.

The regular business of the company has not yet fairly begun, as no sugar and but very little cane has yet been transported. The Olaa Sugar Company has just begun to grind a 20,000 ton crop, and there will be not less than 25,000 tons of cane to haul during 1902 with every reason to expect a constantly increasing amount thereof, as well as a great increase in general business.

The road is rock ballasted throughout. There is not a bridge nor a culvert on the whole road. The extension into town across the Waioa river and along the waterfront to the government wharf will require two small bridges.

The president of the company is B. F. Dillingham.

The general superintendent is W. H. Lambert.



WAILOA RIVER, HILO.
Yards of Hilo R. R. at Left.



A PUNA RESIDENCE ON THE LINE OF THE HILO RAILROAD.